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November 9, 2006

Ms. Elizabeth Rolando, Chief Clerk  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, IL 62701

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**RE: Central Illinois Light Company d/b/a AmerenCILCO  
Electric Service Schedule III. C. C. No. 18**

ILLINOIS COMMERCE COMMISSION  
CHIEF CLERK'S OFFICE



Dear Ms. Rolando:

Attached for filing are the original and one copy of this letter which contains the following tariff sheets of Central Illinois Light Company ("Company") which are being filed on 45 day's notice.

**Electric Service Schedule III. C. C. No. 18**

1st Revised Sheet No. 29 – Rider RCA-Regulatory Capacity Assurance  
Original Sheet No. 29.001 – Rider RCA- Regulatory Capacity Assurance  
Original Sheet No. 29.002 – Rider RCA - Regulatory Capacity Assurance

In its Order Initiating Investigation, in ICC Docket No. 06-0624, the Commission acknowledged the Hourly Price Section regarding the recently held Illinois Auction did not generate sufficient interest and announced it would investigate the results of the Hourly Price Section of the auction. Accordingly, the Ameren Illinois utilities did not enter into contracts with suppliers for this product. Since there are no suppliers providing this particular product for customers 1 MW and above, the Limitations and Contingencies section of Rider MV – Market Value of Power and Energy (Rider MV) is put into effect.

On November 6, 2006, the Company filed a petition with the Commission for special permission to place into effect certain revisions to Rider MV on less than 45 days' notice. Such tariff sheets were filed in accordance with the provisions of supply under the Limitations and Contingencies section of Rider MV and provide for determination of the Hourly Price Section Supplier Charge, under Contingency Supply billed to Hourly Price customers for the period from January 2, 2007 through and including May 31, 2008. The modified Rider MV contains a new appendix, Appendix B, to clarify the recovery of the Hourly Priced Product Supplier Charge under contingency supply requirements. Appendix B illustrates the breakdown of cost for the Supplier Charge to be recovered under three major categories of cost: Capacity-Related Costs, Ancillary-Related Costs and Market-Related Settlement Costs. Appendix B also shows a breakdown of how capacity requirements will be met and equitably recovered from the customers who utilize service under Rider RTP-L.

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The proposed Rider MV Appendix B contains reference to an additional rider, Rider RCA – Regulatory Capacity Assurance Charge, a rider designed to equitably recover costs associated with ensuring sufficient capacity for the availability of Rider RTP-L service. Accordingly, the Company is now filing its Rider RCA – Regulatory Capacity Assurance (Rider RCA) in order to meet its obligations for contingency supply under Rider MV.

Rider RCA sets forth the formula derived charges associated primarily with the acquisition and holding of regulatory (or reserve) capacity for customers on Rate DS-4 – Large General Delivery Service (Rate DS-4) and taking service under Rider RTP-L or from a Retail Electric Supplier (RES). The acquiring and holding of such capacity is good utility practice, prudent and necessary to ensure that firm power is available to RES served customers in the event that RES supply is discontinued and customer either elects or defaults to RTP-L power and energy service. Absent this reserve capacity, firm backup power and energy supply may either be prohibitively expensive or unavailable to customers, particularly during peak load conditions. As a result, it is reasonable that all such customers be billed a non-bypassable monthly Regulatory Capacity Assurance Charge to facilitate the availability of RTP-L service when called upon by such customers. From time to time, the charge may also reflect certain costs associated with Contract Capacity Requirements being met pursuant to Rider RTP-L service, as defined in Appendix B of Rider MV and Rider RCA. The proposed Rider RCA reflects a termination date of June 1, 2008 for regulatory capacity requirements.

Assuming Rider RCA is approved, the Company will issue an RFP for the initial period ending May 31, 2007 for regulatory capacity. Strict protocols and guidelines will be in place outlining the process to be followed by the purchasing agent in buying regulatory capacity to meet obligations, and selling excess regulatory capacity as needed. A second RFP will be issued in order to procure the June 2007 through May 2008 regulatory capacity products, and these bids are expected in early May 2007.

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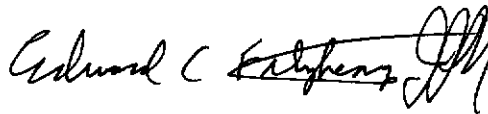
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The Company encourages the acceptance of Rider RCA as the benefits of reserving regulatory capacity makes RTP-L a more viable and affordable product for DS-4 customers and, also, reduce system reliability risks.

Pursuant to 83 Illinois Administrative Code, Part 255, the Company has posted notice of this filing.

Attached is an additional copy of this letter which we ask that you return to us with acknowledgement and date of filing noted thereon.

Sincerely,



Edward C. Fitzhenry  
Managing Associate General Counsel

ECF/cic  
Attachments

cc: John Hendrickson - ICC  
Tom Kennedy - ICC  
Richard Zuraski - ICC  
Jackie Voiles - Ameren

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